



Panorama: A fine impression of Fairey's Great West Aerodrome during the opening item of the Garden Party.

**T**HIS year's Royal Aeronautical Society Garden Party, again held on the magnificent Great West Aerodrome, by permission of Mr. C. R. Fairey, was one which should have delighted the pacifically-minded among the spectators.

Whereas last year's event resounded to the roar of fighters flown by such redoubtable aerobats as Flt. Lt. Staniland, Sunday's meeting was an all-civil affair. There were only two military types present, and neither took the air. One was a Fairey Swordfish (690 h.p. Pegasus III), and the other the Fairey Battle bomber (with its Rolls-Royce Merlin now driving a three-bladed Hamilton C.P. airscrew) standing in solitary state in a sort of roped-off boxing ring. Apparently the Air Ministry had disapproved of a demonstration in this instance, but the absence of other military types was less easily explained. The story that most constructors "were too busy" did not sound very convincing, and one is inclined to wonder if there was not more than mere rumour in the opinion (which we several times heard expressed) that the Garden Party was considered to be poaching on the preserves of the R.A.F. and S.B.A.C. Displays; certainly last year's Party might well have constituted a threat in this direction, so representative were the aircraft and so brilliant was the flying.

All this is not to say that Sunday's affair was a failure.

The Rolls-Royce Heinkel (four passengers and two pilots), which is credited with a speed of 240 m.p.h. from the Kestrel engine. In the air is the B.A.C. Super Drone.



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(Illustrated by



Among the visitors: (Left) Maj. G. H. Abell, of the Bristol Company, and Mrs. Abell. (Above) Mr. Oswald Short and Mrs. Short.

Lt. Col. J. T. C. Moore-Brabham, president of the R.A.E.S., welcome Cap. R. L. Preston (hon. sec., Homehold Brigade Flying Club) and Mrs. Preston.

Far from it; there was flying by a fine and very complete collection of civil types from *Poux* to "giant air liners"; but undoubtedly there was a same-ishness which would have been happily relieved by the appearance of one or two lusty military types.

Taking the term "garden party" in its more conventional sense, nobody could complain. There were all the ingredients—trim grass, charming frocks (and their wearers), the R.A.F. Central Band, and tea by Gunter's. To give a list of the notabilities would be impossible, for literally everybody who is anybody in the world of aviation was there. Sir Philip Sassoon (Under Secretary of State for Air) was present, together with a number of high officers of the Royal Air Force and foreign air attachés, a list of whom will be found on page 510.

Just as representative, again, were the visiting aircraft, privately owned and otherwise: Imperial Airways and British Continental D.H. 86's; the beautifully finished and intern-